FRIDAY, JULY 24, 1874.

Glenwood Avenue, near the Depot. Terms \$1.50 per year in advance. Single copies Four Cents. LOCAL ITEMS, Correspondence, etc., respectfully solic-

morning, at the following places

Office of Publication, Glenwood Ave. At the Post Office, Broad Street. E. C. Hannegan's News Stand, Bloomfield Ave. G. C. L. Lind's News Stand, Glenwood Ave. ADVERTMENTS, etc., should be banded in not late

Marriages. Deaths, or religious notices

than Wednesday, at 1 P. M. No charge for inserting

Our Railway Troubles.

The Montclair railroad went into opera-

tion on Monday in accordance with the starting the thing with \$1.000. But there published time-tables. About a hundred passengers took the first train down but when it reached the high trestle work near the tunnel, it was discovered that the track had been torn up. The train was stopped, and the passengers, many of whom were ladies, had to climb along the engine on the trestle work, to the ground and take passage by the New Jersey Midland train. Near the scene sat Mr. J. H. Pratt calmly viewing the passengers clambering from the train. and acknowledged that he had had the July 22, 1874, in relation to Julius H. Pratt's the track torn up. The passengers were naturally indignant, and when Mr. Pratt ing Railway, and also to his injunction stepped on board the New Jersey Midland against running the road, obtained in the train there was a cry of "throw him off the Benson case, Mr. Pratt stated that he in car," whereat Mr. Pratt jumped off.

clair road was promptly held, and a resolu- had unsettled claims for right of way for tion passed expressive of indignation at the outrage upon the public by Pratt's tearing the Second Mortgage bond holders should up the rails to prevent the running of trains, and especially in such a place as to endant to his case being one of peculiar hardship ger the lives of passengers.

Mr. Pratt's excuse for this seemingly murderous outrage was that he was President of the Hudson Connecting Company, (a small patch of railway at West End, over which the Montclair trains have to pass to make the connection through Bergen Cut.) and that as such officer he was using his authority to shift the tract in accordance with an arrangement with the D. L. & W. Road.

The indignation of passengers residing along the road was the means of calling a meeting to be held in Montclair Wednesday night. The call was published in the papers, the names attached including three citizens of Montclair, two from Belleville, two from Newark and one from Bloomfield.

The meeting took place in Jacobus' Hall, ficulty in organizing, and at first nobody from Montclair seemed willing to take any responsibility. It was plainly evident that there had been considerable pipe-laying in the interests of Mr. Pratt, and that he and his friends were present in force. The meeting was at length organized, Mr. J. L. Donglass of Belleville, Chairman, and Mr. Jas. Yereance of Woodside, Secretary. The Chairman made an opening address stating the object of the meeting to be to further the running of trains on the road. He related the circumstances of Monday, and in a courteous manner alluded to the violation of the laws of the state by Mr. Pratt in tearing up the track.

When he had finished a gentleman, evidently, from his manner of speaking, a

The Chairman then made a brief and satisfactory explanation, and called upon a lawyer, Mr. Leroy S. Gove, who read an extract from the Statutes, and made a vehement speech against Mr. Pratt, arraigning him as a criminal, and displaying considerable indignation and emphasis in his denunciations.

Montclair from aspersion by ontside par-

Montelair Road under the Pratt management, which further accused him of misapplying the funds confided to his keeping tion. for building the road.

Mr. Yereance made an appeal in behalf of the bondholders, creditors and property owners along the road, of which he was one. He wanted to see the road run so that these parties could realize from what they had invested.

A Mr. Perris read a series of resolutions, one of then consuring Mr. Pratt for his con-

duct, but they were laid on the table. A call being made for Mr. Pratt to reply to the charges made by the speakers in the early part of the evening, he did so, but with little success so far as redeeming himself was concerned. He employed tactics similar to those used at the Montelair depot meeting, at which he managed to succeed, for the time being, in staving off an outraged public opinion. He now sought honest arguments of Messrs. Yercance and Douglass, as to the rights of the people in sible, and in the meantime, the foreclosure water of the river, flecked here and there by Bloomfield and Belleville, were arrogantly proceedings are going forward. In such a snowy streaks of foam. Toward the south the erection of section one of the proposed assailed and disputed. Pratt even went so far as to attack Bloomfield, and to abuse the second mortgage bond-holders to raise the money and pay Mr. Pratt; and as re-"the Daviscs and Dodds," because they gards the first mortgage bond-holders, they way Bridge, and of the famous Whirlpool dental expenses, would require about \$35, wouldn't take stock in his railroad schemes, are so scattered that such a thing could not Rapids. Right below, the sylph-like 000. To raise this amount additional subaccusing them of bad faith, etc. At the close be done by them at present. It can not be bridge you crossed cuts in twain the river scriptions to the stock of the association of his harangue, apparently convinced that he had crushed out Relleville and Bloom- for this outlay. The road has never yet which are scattered carriages and people in extent of \$7,500.

much his own way, he wound up with the never will until it is extended, and a connecmensoe-"By THE ETERNAL! THE ROAD tion with some existing road made. SHALL NOT BE BUN until I get my \$8,000."

That this was ill-considered and painthe floor and as a citizen of Montclair protested against this last ebullition of bad called upon Pratt to take it back. Mr. C. sat down amid a storm of applause.

Considerable further speech-making was iatory. There was talk of "bridging the chasm"-compromise, etc. Some Montclair men thought Mr. Pratt ought to have his \$8,000 claim adjusted. He had been energy the road would never have been built, etc., etc. And here a novel plan was proposed to solve the difficulty. Mr. Pratt came to his own rescue, volunteering to head a subscription in his behalf, wasn't much enthusiasm manifested; nobody offered to augment the generous contribu-A committee of three was at last appointed to see what could be done about his claim, and to further the running of trains. Then the meeting broke up.

"A Case of Peculiar Hardship."

At the indignation meeting held in Jacobus' Hall, Montclair, Wednesday evening, tearing up the track of the Hudson Connectthis matter occupied a different position, A meeting of the passengers of the Mont- and one of greater hardship than others who said Railway, and also that the Syndicate of pay his claim. This claim of his in relation seems to be not well taken:

The writer knows of one case of this kind. in the township of Pompton. The Company could not agree with the heirs of certain right of way upon the price of purchase, and its Superintendent, who had charge of the purchase of land for the Company, solicited a party to purchase the whole tract of land, upon the understanding that in case such purchase was made, the sum of \$3,000 would be allowed for the right of

way. Upon this understanding the land was purchased by the present owner. Mr. Pratt, as President of the Montclair Railroad Co. knew and approved of the arrangement. When the company were asked to perform its agreement it refused to do so No offer on the part of the purchaser would be accepted, and no offer from the company vided payment in the income bonds of the

Within a short time the company took unlawful possession of this right of way. And no effort (except litigation) of its owner from that day to the time of its bankruptcy has been spared to effect a settlement and payment for it. It remains in the same sitnation now. For nearly three years Mr Pratt was the President of the company and had control of its affairs. And it is evident that he did not regard payment for the right of way to others, and under these very poculiar ciscumstances, in the same light as he now does, when by his own act, and unnecessarily, he is a party. In the one case there was an existing company, at times with abundant means in its Treasury, who refus-Pratt man, asked how he had violated ed to carry out its engagement, or to attempt to compromise the matter, and Mr. Pratt at its head; in the other, there is no existing company, and no one, (as I will show) whose business it is to pay.

In relation to the Syndicate of 1ich men who he mentioned are the owners of a majority of the second Mortgage Bond, and who, Mr. Pratt suggests, should now raise this money for him : It is not generally understood that the Montelair Railway Co. Messrs. Chittenden and Johnson spoke never sold any of these bonds, but used them as collateral security for the payment of its notes, upon which it borrowed money. Most generally these bonds were pledged at 60c. on the dollar. This was someread a statement from the records of the holder about 65c. When the company failpletely encompassed by a rainbow of surbody had sore sides at the end of their day's bought in by the parties who had lent their money upon them, for their own protec-

> Now how much are these second mor! gage bonds worth? The first mortgage 38c on the dollar. The writer has seen dai- by safe and handsome bridges, and are well rooms, kept by Johnston & Sherman, where ly transactions of this kind in New York for several days past, and has been offered \$5,-000 of them recently at 35. Thus if the first mortgage bonds can be bought at 35 ceuts on the dollar, what are seconds worth ? To put the case more plainly, if a first mortgage on a piece of land of \$1,000 is worth but \$350, how much would a second mortgage of \$500 on the same piece of pro-

perty be worth? If the second mortgage bond-holders where a path leads down to the water's edge. came to an end—and, as is said in the reshould raise and pay Mr. Pratt this sum of Here a careful boatman will row you across solutions adopted at Niagara, was in many position? It would make it necessary for to the foot of the American Fall, and the respects the" most noted and enjoyable" of them to purchase the road and assume the tour is completed by taking the inclined the many excursions of this Associasion. payment of the first mortgage bonds. Pro- railway up into Prospect Park. ceedings for the sale of the road under a foreclosure of these are well advanced. Unpaid interest on these bonds amounts to some \$189,000 in gold, or more than \$200,by ridiculing the statements of Gove and 000 in currency. This interest being due, steam elevator transports passengers to the M. Dodd of Orange, -the architect who McDowell, and with here and there a con- and the bonds being scattered, and many of top, 105 feet above the bridge. Here a drew the plans last submitted, was present them being held in Europe, it will take time to bring about an arrangement for funding this interest, if such an arrangement is posstate of things, it is unsafe and unwise for is seen the "Bridal Vail," and further down building, together with the cost of furniture,

Mr. Pratt's position then, is this : he has, in common with many others, an unsettled claim for right of way over which the Montsyndicate or other parties, who, at this time, and in the present situation of affairs, herein explained, has sufficient interest in temper. He denounced it vehemently, and the running of the road at a loss, to raise and pay him or others, this money.

probably need, or would like their money as much or as well as he, would inaugerate oad or its success. So far as this will be disassociated from it. Under these circumstances, at this

ing he declared with emphasis, that this until hi claim was paid. The writer has hown that it can not be paid-ought not at this time to be paid—that there is no one. nor no interest or syndicate who has suffiinhabitants along its whole line of nearly forty miles of its advantages for an indefinite period of time.

OCCASIONAL.

A VISIT TO NIAGARA. INTERNATIONAL HOTEL, NIAGARA FALLS, N. Y.,

THURSDAY NIGHT, JULY 16, 1874. Soon after daylight this morning many of

the more impatient and enthusiastic of the party were out to see the wonderful falls. The entire day, by common consent, was given up to this object. Mr. J. T. Fulton, our excellent host, had made arrangements with the proprietors of the different islands. bridges, elevators, stairways, etc., by which pice where the water takes its hundred and with complimentary tickets to admit them almost everywhere, without the customary fees by which the cost of seeing Niagara is generally quite an item. Bath Island, on which is located the mills which supply the Tribune with paper, lies opposite the International. Beyond this, connected by an iron bridge over the rapids, is Goat Island, owned by a family which has became immensely wealthy through the ownership. From this island the most impressive conception of that mighty work of the Creator the Horse Shoe Fall-is to be obtained. You cross the island by a pleasant pathway and, emerging from the wooded recesses. gain its western bank. Then it is that the turbulent rapids, foaming and flashing in the sun-light, burst upon your vision, and there directly in front, partially enveloped in a cloud of spray, is the stupendous cataract! A strange fascination draws you nearer and nearer, until you stand upon the verge rock quiver as the ponderous column of water rounds smoothly over and takes its appalling plunge below. Tremblingly you venture closer and pause upon the very brink of eternity, realizing that a single step further would harl your body headlong into the seething abyss, and usher your soul into into the presence of the Almighty, on whose threshold you stand. Stepping back with reverence and fear you gaze upon the vast expanse of rushing water. You think. perchance, When will the end come? When did it begin? Sixty years ago the soldiers of the revolution looked in awe upon this cataract, and then there went up on yonder bank the shock and smoke of battle, as if in puny rivalry with the majestic war of mighty waters in this chasm. The warriors have gone from earth, and we, too are going, but Niagara remains, unconquered by time.

"Dread emblem of The eternal doom of man, vain man, who seeks

To pass the limit of assign'd command." A walk of three minutes down the river brings us to the Center Fall, but we not dwell upon the irresistible beauty and overwhelming grandeur which everywhere meet the eye. The historic stairway will lead the tourist to the foot of the fall, and if his nerves are steady he may, properly clothed. and attended by a careful guide, pass be-

"The Sisters" are three lovely little isles. wooded and rock-bound, each surrounded by impetuous, dashing rapids. They lie to about six o'clock, when the party proceeded bonds are now being sold in New York at the northward of Goat Island, are accessible immediately to the Union Depot Dining worth visiting. The tour of these islands supper they proceeded to the steamer St. is made on foot, without fatigue, and John, and took possession of the same

should be taken quite early in the morning quarters they had on the upward trip. Another most enchanting excursion is to At daylight on Saturday morning the steamwalk from the village down the river a short distance to the new suspension bridge, cross Canal-street, New-York, at about nine over by it into Clifton, Canada, and up the o'clock, when the party separated, and the river a short distance to the Custom House, Eighteenth Annual Excursion of The Ed-

It is from the bridge tower, on the Clifton side, that a grand and certainly most comprehensive view of Niagara is to be had. A Directors held Monday evening, Mr. Jos. magnificent panorama presents itself. Three and explained the plans, giving desired inhundred feet below glides the pure, green formation as to cost, materials, &c. argued that the use of the road would reimburse the second, or any other bond-holders landscape. You see a narrow tramway along would be required from our citizens to the

suggest the work of fairies. Following the Crane, requested to turn over to the new larger central line along with the eye you Treasurer, Mr. T. W. Langstroth, the funds find it grows larger and larger, until it in his hands. fully obnoxious to his own townsmen was clair Railway passes. All of these claims proves to be an eight-inch cable of a thoussoon apparent. Mr. Chittenden sprang to amount to probably \$125,000. There is no and metallic strands, coming directly into proposed by the Committee on Buildings the structure beneath you and thence down was on motion approved. Some of the defor anchorage into the rock-ribbed earth tails of the plan, the compensation of the below. Looking down the dizzy depth architect, and the desirability of a little inagain, a row-boat is seen plying across creased depth of lot for such a building as Should Mr. Pratt succeed, others who the river. It seems like a tiny chip, tossed that contemplated were considered. It is upon the rolling current, and the passengers expected that at the next meeting informaindulged in, the bulk of which was concil- like proceedings. Many of them are equally like mere atoms. And now we look farther tion will be submitted which will aid in deentitled to receive it and some more so, up the river and see the grandest sight of ciding matters connected with these latter Many of them have no peculiar interest in all-the dual cataract. "Distance lends points. enchantment to the view." Far is it beyond or should have. He was the originator of the our feeble power to describe the scene. ant one and it is hoped every member will their most enterprising citizen, without his road, and during its construction its chief. Pen-pictures are nowhere, and "sun-pic- attend. fficer. For good or ill his name can never tures" are only a little better. One must, by actual presence, have the scenes of

Niagara photographed upon his mind to road should never run if he could prevent realize their fullest grandeur and beauty The ride across the basin of Niagara in rowboat is exhillarating, but altogether safe None who go there should miss the delight cient interest in the matter to pay him; and ful views afforded by this trip of both falls, yet, because this is so, he would deprive the from the level of the river. Never mind i the boat tosses where the British and Amer ican waters, mingling, foam and boil so angrily, it would seem, at the coalescence. You will be safely landed near Point Lookout, and here you can approach quite close to the foot of the American Fall; but beware lest the shifting air-current drench you in shower of spray, and thus put a damper on tions, or complete the job at once, is a

your enthusiasm. Hardly less exciting than the boat ride the trip up the steep railway, into a beautiful Park, from whence other delightful views of the falls are to be had. A parapet of masoury guards the brink of the precithe editorial excursionists were furnished fifty foot leap, and children may play about the enclosure with immunity from danger

To see the terrible whirlpool rapids it is necessary to take a carriage and ride down the river two miles. Here an elevator lowers the tourist through a long, dark, narrow chamber. Reaching the base, a scene of indescribable magnificence bursts into view The whole volume of Niagara which in our late bird's-eye view, was seen comparatively tranquil, is now borne along a tumultuous torrent absolutely terrifying to behold. The river forces its way through a narrow, rocky gorge, only half its average width. The struggling masses of pent-up water, colliding and impinging upon each other, are wrought into terrific fury, and this ever-shifting theater of the maddened element extends for half a mile up the river and down as far as the bend which sweeps around into the whirlpool: Here one may gaze for hours upon the wild and wasteful waters and yet turn away with reluctance. There is a sort of fascination which enchains the visitor and

Of the whirlpool itself, and many other places of interest, seen by the party, we will not : peak in detail. While we have aftempt. ed to describe some of the wonders of this world-famed locality, yet the pen of the tourist is far inadequate to the task. But it is proper to say in conclusion, that the kind courtesy extended to us by residents at the falls should be acknowledged, and will not soon be forgotten.

[From the New Brunswick Fredonian. On Friday morning every one again arose early, and again took another look at the great object of wonder-the Falls-not willing to leave it any sooner than they were compelled. Breakfast was ready at halfpast six, and after a hasty adieu with the proprietor, all were on board the train at 7:25, homewere bound. This was the saddest hour in the whole trip-the hour of leaving-but it was in the programme, and all had to submit. The special train passed rapidly onward over the same route the party came, with no incident of especial note worthy of mention. The time of the excursionists was taken up in various waysit probably being the jolliest party that ever traveled over the N. Y. Central Railroad. A Court was organized in one car, with a noted D. D. as judge, and various parties were tried bofore him for "erimes" that are not mentioned in any ordinary statute book. In another car Theatricals where the order hind the sheet of water, which falls between of the day, and in still another Tableaux. two islands. If the sky is clear, one may Considering the limited resources at hand. thing over a year ago and this with added also, by risking a little spray, experience the marvelous performances, attitudes and Moran, Michael Mr. Wm. O. McDowell of Bloomfield interest they should be fairly worth to the behold. Neither is it any wonder that every-behold. Neither is it any wonder that every-way "Advertised." journey, nor is it likely that they will soon forget that day's journey between Niagara and Albany.

The Editorial train arrived at Albany at they secured a most excellent supper; after er was among the Highlands of the Hud son, and arrived at her dock at the foot of itorial Association of the State of New-Jersey

Bloomfield Library Association.

At a meeting of the Library Association

field in the meeting and had things pretty paid its running expenses, and it is probable the act of crossing. Radiating from the Treasurer's bond was presented

center is a network of gossamer lines which approved, and the late Treasurer, Mr. Jason

The next meeting will be a very import-

Library Building.

Library Association have been holding meetings weekly to perfect arrangements to commence the edifice at an early day. Some alterations have been suggested in the plans which will be in readiness to be acted on at the next meeting. In regard to the new plans, the change by which the public hall is placed on the ground floor. in the rear of the lot, is certainly a good one. There will be no possible danger of calamity from over crowding, while the ease of accessibility for ladies is another strong point in its favor. Whether it is best to build by sec- HARD question we will not enter upon. It generally costs more to build thus and then add to the structure, but if in this case it can be done without extra expenditure, as some say it can, we say go ahead. We want to see the corner stone laid so that Bloomfield can realize the fact that a building of some kind will be furnished this year. Nothing would afford us greater pleasure than to be able to announce that this building, so much needed by our citizens, was really under way, and actually to be built. The board of directors appear to be working with that degree of earnestness which augurs and deserves success. It may be well to display a cautionary signal in regard to getting along too fast, without, course, intending any disparagement of the enterprise. Some weeks ago the argu- BLUE ment was advanced that if the directorship would only go ahead and put up the foundation, thus showing the people that they "meant business," everybody would pay in their money, and the library would go up We are not prepared to endorse such ar over-sanguine project. It is to be hoped that the managers, when they have a sure prospect of the payment as well as subscription of sufficient funds to insure the building of the library, will then push it forward to early completion

The restricted time having expired and no applications having been made for telford pavement in our town, the question arises in regard to putting into the tax levy the \$4 000 voted for graling. It seems to be the general wish of the tax-pavers that this money should not be raised at this time.

Don't be without flowers in your gardens when you can buy beautiful plants at the Floral Greenhouse from ten to fifteen cents each. Call and see them.

A gentlemam lost his bat the other day from the balcony of the little but on the brink of the Kauterskill Falls, Catskill. He went down all those little steps to the bottom, and in searching for the lost article found a pocket-book containing nearly one hundred dollars, probably lost in the same manner. Prepared expressly for family use, in Chestmut, He considers himself repaid, and will remain at Catakill longer than he originally in-

LIST OF LETTERS

REMAINING UNCLAIMED at the Post Office O'Neil, Patrick Peckham, Frank Price, Miss Emma C Peters, James F Saches, Henry Vincens, Josie Weidner, Nicholas Ward, Michael

H. DODD, P. M.

TORRET—At Montclair, on Wednesday, July 22d, Harry youngest son of Henry P. Torrey. Funeral services at the residence of J. H. Pratt, Priday afternoon. July 24th, at half-past four o'clock. The Montclair Library.

ON FULLERTON AVENUE. NEAR BLOOMPIELD AVE.

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ATEWARK STEAM TRANS, CO'S. NEW LINE OF STEAMERS

Newark to Long Branch. The first-class steamer AMERICUS, Capt. Geo. Holton, leaves Centre street Whart, Newark, every day (Sundays excepted), for Sandy Hook pier, connecting there with New Jersey Southern Railroad for Highlands, Seabright, Monmouth Reach, Affantieville, Long Branch and all points on said railroad.

Until further notice, the Americus will leave Centre street wharf at 8.30 A. M., and 3 P. M. Returning arrive at Newark at 1 P. M. and 7 P. M. age Rein, arrive at Newark at 1 P. M. and 7 P. M. age Rein, arrive at Newark at 1 P. M. and 7 P. M. age Rein. hard's Band will be on Board the steamer each trip.

The Puri urant will be well supplied and meals will be
furnished at moderate rates. Passengers from places upuished at moderate rates. Passengers from places in the line of the the Pennsylvania Hallroad will leave he cars at Centre street depot, Newark, as that idjoins the wharf. The line will be managed so that it will merit the patronage of the citizens of Newark and

vicinity.

Fare to Saudy Hook and return, 60c.

Pare to Long Branch and return, \$1 50

The trip to Sandy Hook and return gives all an opportunity for a pleasant sail, at low rates. Freight received from 7 A. M. to 2.50 P. M., for all points on 3 J. S. railroad. Office on wharf. Liberal arrangements will be made with Chu Schools, Lodges, and Associations for excursions.

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HEMLOCK TIMBER a Specialty at extremely los rices. CALL AND SEE A superior quality of VIRGINIA CARBONITE

Te burn in open Grate. Try Some TAYLOR BROS. & CO.

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MASON'S AMATERIALS! HARD AND PALE BRICK

our own manufacture, also LATH, LIME,

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BLUE STONE STEPS, SILLS, d.,c de. Sidewalks Flagged by Special Contract.

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It has a fine dense body, with a sparkling whije foam, delicious flavor, and is made from a special extract of

Barks, Boots and Herbs, possessing all the medicinal AT W. L. BEARS

Bloomfield Ave. Opposite J G Heyler's,

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MONTCLA

On and after Monds GOIN Leave Ringwood Minns nes lave and Frid Micros at 7 10 a Saturdays.

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Arriving at NEW YORK GOIN Leave NEW York, foot BELLEVILLE

BLOOMFTELL MONTCLAIR The midday train will on Mondays, Wednesds on Tuesdays, Thursday at Pompton Junction

The third train wi

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O. W. LAWBERCE, 481 I MARVIN DODD & Co. E. C. SRITH & SOME, St. H. F. JOLLEY & CO., RUMBOLDT (FIRE) INSUE BENJ. MATO, 887 Brown

WASHINGTON WASBINGT The difficulty i

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